

265.00

ORDINANCE NO. O2010-26

AN ORDINANCE OF THE CITY OF WILDWOOD FLORIDA;
ADOPTING THE ANNUAL UPDATE TO THE CAPITAL
IMPROVEMENTS ELEMENT OF THE COMPREHENSIVE PLAN;
AMENDING THE COMPREHENSIVE PLAN AS REQUIRED
PURSUANT TO SECTION 163.3177(3)(b)1, FLORIDA
STATUTES; PROVIDING FOR CONFLICT; AND PROVIDING
FOR AN EFFECTIVE DATE

WHEREAS, the City of Wildwood proposes to update the 5-Year Schedule of the Capital Improvements of the Capital Improvements Element of its Comprehensive Plan in accordance with Section 163.3177(3)(b)1, Florida Statutes; and,

WHEREAS, the update contains modifications to the plan.

NOW, THEREFORE, BE IT ORDAINED by the City Commission of the City of Wildwood, Florida:

SECTION 1. The attached Exhibit "A" is the 5-Year Schedule of Capital Improvements of the Capital Improvements Element of the Comprehensive Plan amending the 5-Year Schedule of Capital Improvements as required by Section 163.3177(3)(b)1, Florida Statutes. The modified Goals, Objectives and Policies of the City of Wildwood Comprehensive Plan are hereby amended as shown in the attached Exhibit "B."

SECTION 2. The 5-Year Schedule of Capital Improvements and amended Goals, Objectives and Policies of the Comprehensive and supporting data and analysis are hereby transmitted by the City Commission to the Florida Department of Community Affairs for compliance determination in accordance with Section 163.3184, Florida Statutes.

SECTION 3. If any section, sentence, clause or phrase of this Ordinance is held to be invalid or unconstitutional by a Court or competent jurisdiction, then said holding shall in no way effect the validity of the remaining portions of said Ordinance.

SECTION 4. Effective Date. This Ordinance shall take effect immediately upon its second reading and final adoption by the City Commission.

PASSED AND ORDAINED this 13th day of December, 2010, by the City Commission of the City of Wildwood, Florida:

CITY COMMISSION
CITY OF WILDWOOD, FLORIDA

SEAL

ATTEST:

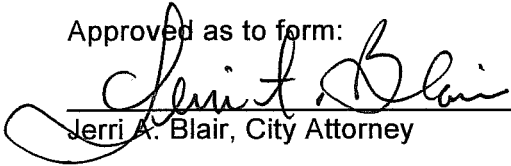
Joseph Jacobs
Joseph Jacobs, City Clerk

Ed Wolf
Ed Wolf, Mayor

First Reading: 11/22/2010

Second Reading: 12/13/2010

Approved as to form:


Jerri A. Blair, City Attorney

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Exhibit A

5-Year Schedule of Capital Improvements Table

Account to City of Willdwood
100 N Main Street
Willdwood FL 34785

City of Wildwood
5 - Year Schedule of Capital Improvements

Transportation						
City Projects						
City Revenue Source:	Phase	Fiscal Year				
		2010/2011	2011/2012	2012/2013	2013/2014	2014/2015
General/Special/Debt						
New Debt Borrowing/Bonds						
Developer Contributions						
Grants			\$43,304			
All Other Revenues						
Revenues Total:		\$0	\$43,304	\$0	\$0	\$0
Expenditures/ Projects:						
CR 232 Resurfacing from CR 209 to West of US 301			\$43,304			
Expenditures Total		\$0	\$43,304	\$0	\$0	\$0
ANNUAL BALANCE		\$0	\$0	\$0	\$0	\$0
Sumter County Projects						
County Funded Projects:	Phase	Fiscal Year				
		2010/2011	2011/2012	2012/2013	2013/2014	2014/2015
CR 468 widen to 4 lanes from SR 44 to FTP	PE		\$507,000			
	ROW	\$2,006,000				
CR 468 PD&E Study from US 301 to FTP	PD&E	\$150,000				
CR 466A widen from Powell Road to US 301 (Phase III)	PE	\$500,000				
	ROW					\$2,068,438
CR 466 PD&E Study add lanes from CR 245 to US 301	PD&E	\$80,000				
CR 462 PD&E Study from US 301 to CR 466A	PD&E	\$80,000				
CR 468/FTP Interchange	CON	\$2,000,000		\$2,500,000	\$10,200,000	
Total		\$4,816,000	\$507,000	\$2,500,000	\$10,200,000	\$2,068,438
FDOT Projects						
FDOT Funded Projects:	Phase	Fiscal Year				
		2010/2011	2011/2012	2012/2013	2013/2014	2014/2015
US 301 widen to 4 lanes from N of CR 204 to Marion Co. line	PD	\$5,000				
	ROW	\$9,570,400				
	CON	\$16,449,559		\$123,424		
US 301 widen to 4 lanes from N of CR 232 to N of NE 110th Rd.	ROW	\$3,463,025				
	CON	\$9,729,520				
	AD	\$1,838,631	\$1,371,870	\$1,371,870	\$1,371,870	\$1,371,870
US 301 - CSX Improvement (Overpass)	CON	\$525,917				
SR 44 - CSX Improvement (Overpass)	CON	\$2,714,870				
CR 466 Resurfacing from CR 475 to CR 466	CON					\$1,612,903
Total		\$44,296,922	\$1,371,870	\$1,495,294	\$1,371,870	\$2,984,773
Potable Water						
City Projects						
City Revenue Source:	Phase	Fiscal Year				
		2010/2011	2011/2012	2012/2013	2013/2014	2014/2015
General/Special/Debt						
New Debt Borrowing/Bonds						
TIE and Connection Fees			\$456,340		\$2,287,000	
Developer Contributions						
Grants						
All Other Revenues						
Revenues Total:		\$0	\$456,340	\$0	\$2,287,000	\$0
Expenditures/ Projects:						
Water line extension Prison WTP to CR 470			\$243,340			
Champagne Farms Water Treatment Plant and Transmission System	DES		\$213,000			
	CON				\$2,287,000	
Expenditures Total		\$0	\$456,340	\$0	\$2,287,000	\$0
ANNUAL BALANCE		\$0	\$0	\$0	\$0	\$0

City of Wildwood
5 - Year Schedule of Capital Improvements

Sanitary Sewer and Reuse Projects						
City Projects						
City Revenue Source:	Phase	Fiscal Year				
		2010/2011	2011/2012	2012/2013	2013/2014	2014/2015
General/Special/Debt						
New Debt Borrowing/Bonds						
TIE and Connection Fees			\$928,800		\$500,000	
Developer Contributions						
Grants						
All Other Revenues						
Revenues Total:		\$0	\$928,800	\$0	\$500,000	\$0
Expenditures/ Projects:						
Sewer line extension from Coleman Federal Prison to CR 501/ CR 470			\$294,000			
Sewer line extension from CR 468 LS to S. Main St.			\$634,800			
South Wildwood Wastewater Treatment Plant	DES				\$500,000	
Expenditures Total		\$0	\$928,800	\$0	\$500,000	\$0
ANNUAL BALANCE		\$0	\$0	\$0	\$0	\$0
Drainage (Stormwater) Projects						
City Projects						
City Revenue Source:	Phase	Fiscal Year				
		2010/2011	2011/2012	2012/2013	2013/2014	2014/2015
General/Special/Debt						
New Debt Borrowing/Bonds						
Developer Contributions						
Grants			\$658,859			
All Other Revenues						
Revenues Total:		\$0	\$658,859	\$0	\$0	\$0
Expenditures/ Projects:						
Osceola Ave Drainage Improvement			\$408,859			
CR 232 Drainage Improvements			\$250,000			
Expenditures Total		\$0	\$658,859	\$0	\$0	\$0
ANNUAL BALANCE		\$0	\$0	\$0	\$0	\$0
Recreation Projects						
City Projects						
City Revenue Source:	Phase	Fiscal Year				
		2010/2011	2011/2012	2012/2013	2013/2014	2014/2015
General/Special/Debt						
New Debt Borrowing/Bonds						
Developer Contributions						
Grants						
All Other Revenues						
Revenues Total:		\$0	\$0	\$0	\$0	\$0
Expenditures/ Projects:						
Expenditures Total		\$0	\$0	\$0	\$0	\$0
ANNUAL BALANCE		\$0	\$0	\$0	\$0	\$0

Exhibit B

Amended Goals, Objectives and Policies

Capital Improvements Element

Transportation Element

Return to City of Wildwood
100 N Main Street
Wildwood FL 34785

Chapter 8

CAPITAL IMPROVEMENTS ELEMENT

Goals, Objectives and Policies

Any and All Florida Statutes, Florida Administrative Code Regulation or Other Regulations Referenced in this Element Shall be Enforced as it Existed on the Date of Adoption or Amendment of this Element and are to Include any Amendments to tie Referenced Regulation, Statute or Code Adopted After the Date of Adoption or Amendment of this Element.

Goal 1 The City of Wildwood shall implement a capital planning program that provides and maintains public facilities and services through the use of sound fiscal policies.

Objective 1.1 Capital Improvements Program. The City shall adopt each year, as part of the budget process, a Capital Improvements Program (CIP) that meets the needs of the City of Wildwood for the construction of capital facilities necessary to meet existing deficiencies, to accommodate desired future growth and to replace obsolete or worn-out facilities.

Policy 1.1.1 The City shall adopt a Capital Improvements Budget in congruence of the annual budgeting process which evaluates current, short range and long range needs for infrastructure. An annual capital improvement budget as well as a five year forecast of projects will be an ongoing practice. The five year plan will require consideration of construction costs, inflation and impacts on other operating revenues.

Policy 1.1.2 The Capital Improvements Element shall include projects identified in other elements of the comprehensive plan such as utilities, transportation, recreation and open space, and public school facilities.

Policy 1.1.3 The Capital Improvements Program shall be updated annually by all affected Departments within the City to incorporate any necessary adjustments in prioritization or evaluation of proposed projects.

Policy 1.1.4 The following priorities shall be used to determine which projects are included in the CIP:

1. To remove a direct and immediate threat to the public health or safety.
2. Necessary to meet or maintain established levels of service.
3. Essential for the maintenance of existing facilities or infrastructure.
4. Increase the efficiency of existing facilities or infrastructure.
5. Will accommodate new development or redevelopment anticipated in this plan.
6. Whether the project competes with other facilities that have been or could reasonably be provided by other government entities or the private sector.
7. The revenue-generating potential of the project.

8. Whether the project leverages additional benefits to the city, such as offers to donate land or services by the private sector and/or other governmental entities.

Policy 1.1.5 Adoption of TIP. The City hereby adopts by reference, the Lake-Sumter MPO TIP, FDOT Five-Year Work Program and Sumter County 5-Year TIP for FY 2010/11 through 2014/15, as adopted by the appropriate governing body.

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Objective 1.2: Coordination of Land Use Decisions. The City of Wildwood shall coordinate land use decisions and available or projected fiscal resources with a schedule of capital improvements which maintains adopted level of service standards and meets the existing and future facility needs.

Policy 1.2.1 The City shall use the development approval process to ensure coordination of the level of service standards in the area of proposed development. Such development will not be approved until public facilities in the proposed area meet or exceed the level of service standards.

Policy 1.2.2 Provisions for facilities to serve development for which development orders were issued prior to plan adoption will be as directed by the City's existing codes and ordinances.

Policy 1.2.3 The City shall have provisions for the availability of public facilities and services needed to support development concurrent with the impacts of such development. Public facility and service availability shall be sufficient if the public facilities and services for a development are phased, or the development is phased, so that the public facilities and those related services which are deemed necessary by the local government to operate the facilities necessitated by that development, are available concurrent with the impacts of the development in accordance with the requirements of Florida Statutes. Adequate water supplies and facilities shall be available to serve new development no later than the date on which the local government anticipates issuing a certificate of occupancy or its equivalent.

Objective 1.3: Level of Service (LOS). The City shall utilize level of service criteria defined in the various Elements of this Plan when determining the timing and funding of capital facilities.

Policy 1.3.1 The City of Wildwood hereby adopts the following guidelines and procedures: All plan amendments and requests for new development shall meet at a minimum:

- a. The intent and policies of the Comprehensive Plan, Future Land Use Element and Capital Improvements Element.
- b. The adopted LOS Standards as follows for all facilities and services required by the City of Wildwood.
- c. The economic feasibility requirements of the Capital Improvements Element of

- the Comprehensive Plan.
- d. The requirements of appropriate state and regional agency plans.
 - e. The minimum requirements for concurrency as set forth in the administrative rules of the state.

<u>Category</u>	<u>Level of Service Standard</u>
Water	300 gallons per day per ERC
Sewer	250 gallons per day per ERC
Solid Waste	2.04 lbs/capita/day (in accordance with the level of service established by the County – Source: Sumter Utilities Element Policy 4.3.1.2)
Drainage Facilities	Stormwater facilities shall be designed to accommodate the 25-year, 24-hour design storm to meet the water quality and quantity standards that follow:

- a. Water Quantity Peak post-development runoff shall not exceed peak pre-development runoff rates.
- b. Water Quality Treatment of stormwater runoff shall be required for all development, redevelopment and, when expansion occurs, existing developed areas. The stormwater treatment system or systems can be project specific, serve sub-areas within the City or be a system to serve the entire City. Regardless of the area sewed and in accordance with Chapter 17-25, F.A.C., the stormwater treatment systems must provide a level of treatment for the runoff from the first one (1) inch of rainfall for projects in drainage basins of 100 acres or more, or *as* an option for projects with drainage basins less than 100 acres, for the first one-half (1/2) inch of runoff in order to meet receiving water quality standards of Chapter 17-302, Section 17-302.500, F.A.C. Stormwater discharge facilities shall be designed so as to not lower receiving water quality or degrade the receiving water body below the minimum conditions necessary to assure the suitability of water for the designated use of its classification as established in Chapter 17-302, F.A.C. It is intended that rill standards in these citations are to apply to all development and redevelopment and that any exemptions or

exceptions in these citations including project size thresholds, are not applicable.

Infill residential development within improved residential areas or subdivisions existing prior to the adoption of this comprehensive plan, must ensure that its post-development stormwater runoff will not contribute pollutants which will cause the runoff from the entire improved area or subdivision to degrade receiving water bodies and their water quality as stated above.

Recreation

Neighborhood Parks	2 acres per 1,000 population
Community Parks	3 acres per 1,000 population
Regional Parks	5 acres per 1,000 population

Transportation

FIHS Facilities	As determined by FDOT
SIS Facilities	As determined by FDOT
Completed TRIP Projects	As determined by FDOT
All Other Roadways	LOS D

Public School Facilities

DISTRICT-WIDE	
TYPE OF SCHOOL	LEVEL OF SERVICE
Special purpose	100% of DOE student enrollment
School-in-the-Workplace Charter	100% of DOE charter
BY PLANNING AREA	
TYPE OF SCHOOL	LEVEL OF SERVICE
Elementary	90% of DOE permanent capacity
Middle	90% of DOE permanent capacity
K-8	90% of DOE permanent capacity
K-12	90% of DOE permanent capacity
6-12	90% of DOE permanent capacity
High	90% of DOE permanent capacity
Special purpose	100% of DOE student enrollment
School-in-the-Workplace Charter	100% of DOE charter

Objective 1.4 New Development. Future development will bear a proportionate cost of needed facility improvements through equitable and legally available means.

Policy 1.4.1: Development will bear an equitable and proportionate share of the cost of providing new or expanded public facilities required to maintain adopted levels of service through mechanisms such as impact fees, capacity fees, developer dedications, developer contributions pursuant to land development regulations and special benefit

100 N Main Street
 Wildwood FL 34785

assessment/taxing districts.

Policy 1.4.2: The City shall continue to use the various impact fees to support the implementation of the Capital Improvements Program.

Policy 1.4.3: The City shall regularly evaluate the following:

- A) Whether the present fee levies are adequate to address impacts of inflations.
- B) Whether the City needs to appropriate new impact fees.
- C) Whether capacity fees, user charges, special benefit assessment/taxing district and other mechanisms are adequately and fully meeting the fiscal demands placed on the City by new development.

Policy 1.4.4: The City shall continue to utilize the Concurrency Management System located within the Land Development Regulations, which states that development orders may only be issued where the required levels of service are being met concurrent with current or projected development. A valid Certificate of Concurrency is proof that the applicant has met such criteria. This approval is required prior to the issuance of any development order.

Policy 1.4.5 The City Land Development Regulations shall be amended to require developers to supply data outlining the demand of their project on all infrastructure.

Policy 1.4.2 All developers creating a deficiency upon any infrastructure facility shall up grade the deficient facility so the adopted level of service is maintained.

Objective 1.5 Management of Process. The city will seek to manage its fiscal resources efficiently in order to insure funds are available to implement capital facilities needs and priorities.

Policy 1.5.1: Adoption of annual budgets shall include a specific capital budget, which shall implement adequate funding sources and be consistent with the Capital Improvements Element.

Policy 1.5.2: To ensure optimum strategies for financial feasibility, the City shall review and evaluate available and potential funding sources to ensure a financial strategy exists to adequately fund the 5-Year Capital Improvements Plan. If alternative funding sources are not successfully adopted and implemented on the schedule identified, the City shall either:

- A. Increase the rates of current revenue sources or implement other available sources such that the schedule of capital improvements is adequately funded in each budget year; or

- B. Amend the Plan Elements included level of service (LOS) standards and the schedule of capital improvements, as appropriate and necessary, such that internal consistency of the Plan and financial feasibility are maintained.

Policy 1.5.3: To ensure optimum strategies for financial feasibility, the City shall review and evaluate available and potential funding sources to ensure a financial strategy exists to adequately fund long term improvements. Alternative funding sources and mechanisms may include:

- A. Establishment of Municipal Services Benefit Units (MSBUs) for transportation funding.
- B. Implementation of impact fees to assist in the funding of new facilities.
- C. Encourage large projects to form Community Development Districts (CDDs) to share the cost of infrastructure funding.
- D. Establishment of special assessments on property owners.
- E. Combination of funding sources.

Policy 1.5.4: The City will actively seek grants from federal, state and other sources (including private funding), where available and when appropriate, to supplement or fully finance capital facility construction.

Policy 1.5.5: The City shall only consider long-term borrowing in the absence of current revenue to commit to capital improvements.

Policy 1.5.6: The Capital Improvements Program shall embody and be consistent with the following:

- A) Maintenance of existing infrastructure, including renewal/replacement of worn-out facilities and rehabilitation/reuse of existing facilities, shall be specifically projected and the funding identified.
- B) Debt obligations shall be specifically identified and projected to ensure compliance with debt covenants, including coverage requirements.
- C) A debt management strategy and set of criteria, which shall be based upon the debt management principles set out in Policy 1.5.6.
- D) Maintenance of levels of undesignated reserves adequate to serve sound public fiscal management purposes.
- E) Equity of the uses of a revenue source relative to the populace generating the revenue.

Policy 1.5.7: Management of Debt. The City shall manage debt issuance and obligations according to sound public fiscal management principles, including the following:

- A) Debt issuance will be included in the City's long-term capital plan.
- B) The City will only issue debt to fund capital expenditures that have an expected life greater than five (5) years.

- C) Debt may not be issued for a period of more than forty (40) years or the expected useful life of the asset being funded, whichever is less.
- D) The maximum ratio of total debt service to total revenue shall be 15%.
- E) Total City debt will not exceed one hundred percent (100%) of the taxable value of property located within the City.
- F) Credit enhancement will be utilized when necessary to lower total borrowing costs.

Policy 1.5.8 The City will expend revenue generated by the citizens or Wildwood for capital facilities in a manner consistent with this Comprehensive Plan only.

Objective 1.6 Implement School Concurrency

The City hereby incorporates by reference the Sumter County School Board's Five-Year financially feasible Work Program (adopted by the Sumter County School Board on October 1, 2010) that includes school capacity sufficient to meet anticipated student demands projected by the County and municipalities, in consultation with the School Board's projections of student enrollment, based on the adopted level of service standards for public schools and to correct any school deficiencies. This reference will aid in the timing management of residential site plan, development order, development permit (or the final approval/permit that allows the infrastructure improvements to commence) to ensure adequate school capacity is available consistent with adopted level of service standards for public school concurrency.

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Policy 1.6.1 Consistent with the Interlocal Agreement, the City agrees to apply the following standards for school concurrency district wide to all of the same type of schools in Sumter County. Special Purpose and School in the Workplace Charter Schools are not counted as schools with capacity for school concurrency purposes.

DISTRICT-WIDE	
TYPE OF SCHOOL	LEVEL OF SERVICE
Special purpose	100% of DOE student enrollment
School-in-the-Workplace Charter	100% of DOE charter
BY PLANNING AREA	
TYPE OF SCHOOL	LEVEL OF SERVICE
Elementary	90% of DOE permanent capacity
Middle	90% of DOE permanent capacity
K-8	90% of DOE permanent capacity
K-12	90% of DOE permanent capacity
6-12	90% of DOE permanent capacity
High	90% of DOE permanent capacity
Special purpose	100% of DOE student enrollment
School-in-the-Workplace Charter	100% of DOE charter

Policy 1.6.2 The City shall ensure that future development pays a proportionate share of the costs of capital facility capacity needed to accommodate new development and to assist in maintaining adopted level of service standards, via impact fees and other legally available and appropriate methods in development conditions.

Policy 1.6.3 The School Board, in coordination with the City of Wildwood, shall annually update the School Board's financially feasible Work Program, to ensure maintenance of a financially feasible capital improvements program and to ensure level of service standards will continue to be achieved and maintained each year during the five year planning period. The City of Wildwood, School Board, County and Municipalities shall coordinate the adoption of annual plan amendments adding a new fifth year, updating that financially feasible public schools capital facilities program, coordinating the program with the 5-Year district facilities work plan, the plans for the municipalities and County, as necessary, updates to the concurrency service area map. The annual plan amendments shall continue to be financially feasible and the level of service standards will continue to be achieved and maintained.

Policy 1.6.4 The City shall coordinate an annual review of the element to review enrollment projections and evaluate and update procedures for annual update process.

CALENDAR OF KEY ANNUAL DEADLINES

February 1	Cities' and County's Growth Reports Provided to School Board
April 15	Staff working group meeting re enrollment projections and any proposed amendments to the school-related elements of the comprehensive plan provisions and to review monitoring and evaluation of school concurrency report
June 30	School Board provides Tentative Educational Facilities Plan to County and Cities for review
July 30	Cities and County provide School Board with comments, if any, on Tentative Educational Facilities Plan
September 1	School Board's adoption of Educational Facilities Plan
September 1	Update of Five-Year Capital Facilities Plan adopted into City's and County's comprehensive plans

CAPITAL IMPROVEMENTS IMPLEMENTATION

A 5-year schedule of capital improvements is included in this section of the Capital Improvements Element. This schedule is the mechanism by which the City of Wildwood utilizes to stage the timing, location, cost, and revenue sources required for capital projects that effect concurrency as derived from other elements of the Comprehensive Plan. The 5-year schedule demonstrates the financial feasibility of the concurrency-related capital needs of the City of Wildwood.

5-YEAR SCHEDULE OF CAPITAL IMPROVEMENTS

[illegible]

* Committed funding for the transportation projects for the first 3 years is identified in Sumter County's Capital Improvement Plan, the Lake-Sumter MPO-TIP and/or FDOT 5-Year Work Program. For further information, please see Appendix A. All road funding is subject to annual review and may be amended with changes in development rates and patterns.

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| Deleted: All Other Revenue | ... [4] |
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Wastewater

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City of Wildwood
5 - Year Schedule of Capital Improvements

Transportation						
City Projects						
City Revenue Source:	Phase	Fiscal Year				
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New Debt Borrowing/Bonds						
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CR 462 PD&E Study from US 301 to CR 466A	PD&E	\$80,000				
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FDOT Funded Projects:	Phase	Fiscal Year				
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	ROW	\$9,570,400				
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	CON	\$9,729,520				
	AD	\$1,838,631	\$1,371,870	\$1,371,870	\$1,371,870	\$1,371,870
US 301 - CSX Improvement (Overpass)	CON	\$525,917				
SR 44 - CSX Improvement (Overpass)	CON	\$2,714,870				
CR 466 Resurfacing from CR 475 to CR 466	CON					\$1,612,903
Total		\$44,298,922	\$1,371,870	\$1,495,294	\$1,371,870	\$2,984,773
Potable Water						
City Projects						
City Revenue Source:	Phase	Fiscal Year				
		2010/2011	2011/2012	2012/2013	2013/2014	2014/2015
General/Special/Debt						
New Debt Borrowing/Bonds						
TIE and Connection Fees			\$456,340		\$2,287,000	
Developer Contributions						
Grants						
All Other Revenues						
Revenues Total:		\$0	\$456,340	\$0	\$2,287,000	\$0
Expenditures/ Projects:						
Water line extension Prison WTP to CR 470			\$243,340			
Champagne Farms Water Treatment Plant and Transmission System	DES		\$213,000			
	CON				\$2,287,000	
Expenditures Total		\$0	\$456,340	\$0	\$2,287,000	\$0
ANNUAL BALANCE		\$0	\$0	\$0	\$0	\$0

City of Wildwood
5 - Year Schedule of Capital Improvements

Sanitary Sewer and Reuse Projects						
City Projects						
City Revenue Source:	Phase	Fiscal Year				
		2010/2011	2011/2012	2012/2013	2013/2014	2014/2015
General/Special/Debt						
New Debt Borrowing/Bonds						
TIE and Connection Fees			\$928,800		\$500,000	
Developer Contributions						
Grants						
All Other Revenues						
Revenues Total:		\$0	\$928,800	\$0	\$500,000	\$0
Expenditures/ Projects:						
Sewer line extension from Coleman Federal Prison to CR 501/ CR 470			\$294,000			
Sewer line extension from CR 468 LS to S. Main St.			\$634,800			
South Wildwood Wastewater Treatment Plant	DES				\$500,000	
Expenditures Total		\$0	\$928,800	\$0	\$500,000	\$0
ANNUAL BALANCE		\$0	\$0	\$0	\$0	\$0
Drainage (Stormwater) Projects						
City Projects						
City Revenue Source:	Phase	Fiscal Year				
		2010/2011	2011/2012	2012/2013	2013/2014	2014/2015
General/Special/Debt						
New Debt Borrowing/Bonds						
Developer Contributions						
Grants			\$658,859			
All Other Revenues						
Revenues Total:		\$0	\$658,859	\$0	\$0	\$0
Expenditures/ Projects:						
Osceola Ave Drainage Improvement			\$408,859			
CR 232 Drainage Improvements			\$250,000			
Expenditures Total		\$0	\$658,859	\$0	\$0	\$0
ANNUAL BALANCE		\$0	\$0	\$0	\$0	\$0
Recreation Projects						
City Projects						
City Revenue Source:	Phase	Fiscal Year				
		2010/2011	2011/2012	2012/2013	2013/2014	2014/2015
General/Special/Debt						
New Debt Borrowing/Bonds						
Developer Contributions						
Grants						
All Other Revenues						
Revenues Total:		\$0	\$0	\$0	\$0	\$0
Expenditures/ Projects:						
Expenditures Total		\$0	\$0	\$0	\$0	\$0
ANNUAL BALANCE		\$0	\$0	\$0	\$0	\$0

Chapter 2

TRANSPORTATION ELEMENT

Goals, Objectives and Policies

Any and All Florida Statutes, Florida Administrative Code Regulation or Other Regulations Referenced in this Element Shall be Enforced as it Existed on the Date of Adoption or Amendment of this Element and are to Include any Amendments to the Referenced Regulation, Statue or Code Adopted After the Date of Adoption or Amendment of this Element.

GOAL 1 To provide for a safe, convenient, and efficient transportation system for motorized and non-motorized travel needs for the residents of the City of Wildwood.

OBJECTIVE 1.1 The City shall establish service standards for roadways within the City of Wildwood.

Policy 1.1.1 The City will maintain a Concurrency Management System (CMS) to monitor the impacts of development and growth on the following roadways:

- a. US 301
- b. SR 44
- c. CR 44A
- d. CR 139
- e. CR 209
- f. CR 213
- g. CR 462
- h. CR 466
- i. CR 466A
- j. CR 468
- k. CR 470
- l. CR 472
- m. CR 501
- n. Florida's Turnpike

Policy 1.1.2 The City will annually monitor and update the CMS during the peak season (January through March).

Policy 1.1.3 The City shall adopt and use a traffic study methodology to be included as a part of the Transportation Element. The most current concurrency management system shall be the standard for all traffic circulation studies.

Policy 1.1.4 The land development regulations shall be amended to require that:

- a. Adequate roadway facilities as determined by the CMS are available to serve the proposed development in accordance with the adopted level of service standard.

b. Issuance of development permits are conditioned on the availability of traffic facilities necessary to serve the proposed development.

Policy 1.1.5 The City shall maintain all municipally-owned roadways and all roadways under adopted agreements with the State or County or Developer of Record.

Policy 1.1.6 The City hereby adopts the following Level of Service Standards

FIHS Facilities	As determined by FDOT
SIS Facilities	As determined by FDOT
Completed TRIP Projects	As determined by FDOT
All Other Roadways	LOS D

All roadway level of service standards are based on peak hour, peak direction (PHPD) traffic volumes. The City's Land Development Code should provide procedures and methodology for evaluating LOS standards as part of the City's concurrency management system.

OBJECTIVE 1.2 Provide transportation improvements and strategies to meet projected needs of growth and anticipated development.

Policy 1.2.1 Adoption of TIP The City hereby adopts by reference, the Lake-Sumter MPO TIP, FDOT Five-Year Work Program and Sumter County 5-Year TIP for FY 2010-2011 through 2014-2015, as adopted by the appropriate governing body.

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Policy 1.2.2 In coordination with FDOT, Lake-Sumter MPO, Sumter County and developers, the City shall mitigate for the anticipated growth of new development on the transportation system through implementation of the following projects as need arises:

**Projects Contained within the
5-Year Schedule of Capital Improvements (2010-2014)**

- CR 462 add lanes from US 301 to CR 466A (PD&E funded)
- CR 468 Turnpike Interchange Phase 1 (construction funding identified)
- CR 468 widen to 4 lanes from Turnpike Interchange to SR 44 (ROW and PE funded)
- CR 468 widen to 4 lanes from Turnpike Interchange to US 301 (PD&E funded)
- US 301 widen to 4 lanes from N of CR 204 to Marion County line (under construction)
- US 301 widen to 4 lanes from N of CR 232 to N of Ne 110th Street (under construction)
- CR 466 widen to 4 lanes from CR 245 to US 301 (PD&E funded)

Deleted: CR 209

Deleted: construction funding identified

Deleted: <#>CR 139 4 Laning (construction funded)]

Deleted: <#>CR 466A widen to 4 lanes from Buena Vista Blvd to CR 462 (Phase II) (construction funded)]

Deleted: ; construction funding in future years

Deleted: <#>CR 470 widen to 4/6 lanes from Lake County line to I-75 (PDSE funded; ROW funding identified)]
<#>CR 501 add lanes from CR 468 to CR 470 (PD&E funded)]

Deleted: funded

Deleted: funding identified

- CR 466A widen to 4 lanes from CR 462 to US 301 (PD&E funded, ROW funding identified)
- SR 44 CSX Improvement (Overpass) (under construction)
- US 301 CSX Improvement (Overpass) (under construction)

Deleted: construction funding identified

Deleted: <#> Construct new 2 lane road (CR 209 extension) from CR 232 to CR 44A (City planned project; not required for LOS)

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Policy 1.2.3 Improvements to the transportation system shall be prioritized based on safety considerations, existing deficiencies, multi-modal and environmental considerations, physical, economic and policy constraints, contribution to quality urban design, required right-of-way needs and level of service.

Policy 1.2.4 The City of Wildwood shall provide a land use plan which provides a balance of productions and attractions locally within the City to reduce potential trips on the Florida Turnpike.

OBJECTIVE 1.3 Roadway deficiencies, when identified, will be corrected on a scheduled basis as reflected in the Capital Improvements Element.

Policy 1.3.1 Traffic improvement projects shall be evaluated and prioritized according to the following guidelines:

- Existing projects to correct identified traffic system deficiencies.
- Projects to correct traffic system deficiencies as identified by the concurrency management system.
- Projects which are necessary to protect the public health, safety and welfare.
- Projects which are necessary to fulfill a legal commitment made by the City.
- Projects which will preserve or achieve the full utilization of existing facilities.
- Projects to provide facilities and services in accordance with the future land use plan and capital improvements program.
- Projects which are cost effective and lead to serving existing developed areas lacking a complete range of needs.
- Projects which are designed to meet the needs of defined growth or development areas within the City.

Policy 1.3.2 The scheduling of new roadway projects shall be deferred until projects designed to correct existing deficiencies and/or deficiencies identified in the CMS are scheduled.

Policy 1.3.3 Development permits issued for new development and roadway projects shall be in conformance with the adopted LOS standard in this Transportation Element, the scheduled improvements in the Capital Improvements Element, the CMS, and the Future Land Use Element.

OBJECTIVE 1.4 Right-of-way needs shall be formally identified and prioritized for acquisition or reservation shall be established.

Policy 1.4.1 The City of Wildwood shall analyze right-of-way needs identified through the Capital Improvements Plan in order to coordinate planned infrastructure development.

Policy 1.4.2 The City shall enforce minimum right-of-way requirements for new roadways.

Policy 1.4.3 The City of Wildwood shall implement a program for mandatory dedication of right-of ways, as a condition of site plan or plat approval.

Policy 1.4.4 The City of Wildwood shall plan for the Bus Rapid Transit System by acquiring additional right-of-way to accommodate this system.

OBJECTIVE 1.5 The City shall enforce regulations that restrict parking on City roadways.

Policy 1.5.1 The City shall review all proposed developments to insure that all City parking requirements are complied with.

Policy 1.5.2 The City shall enforce regulations concerning on site traffic flow.

OBJECTIVE 1.6 The City shall enforce regulations to ensure that the City's transportation system will emphasize safety and efficiency.

Policy 1.6.1 Subdivisions shall be designed so that all individual lots have access to the internal street system, and lots along the periphery are buffered from major roads and incompatible land uses.

Policy 1.6.2 Residential neighborhoods shall be designed to include an efficient system of internal circulation, including the provision of collector streets to feed the traffic onto arterial roads and highways.

Policy 1.6.3 The City shall utilize landscaping to improve the aesthetic quality of the City's transportation facilities, to act as a traffic-calming mechanism and buffer adjoining land uses from major roadways.

Policy 1.6.4 The City hereby establishes an access management policy to eliminate roadway designs which lead to hazardous conditions. The City shall:

- a. Limit construction permits for roadway access points to the minimum necessary by the project;
- b. Encourage the use of shared access points by adjacent projects;
- c. Require that parcels located along two or more roadways establish the access point along the roadway of the lower functional class;
- d. Require access on all State roads have the approval of the Florida Department of Transportation; and

- e. Require access on all County roads have the approval of Sumter County.

OBJECTIVE 1.7 Transportation plans for the City will be coordinated with the future land uses shown on the Future Land Use Map of the Comprehensive Plan, the plans and programs of Sumter County and with the five-year Transportation Plan of Florida Department of Transportation (FDOT).

Policy 1.7.1 By June 30 of each year the City shall review annually the progress of meeting traffic improvement needs in relationship to the adopted Future Land Use Map and Element, the Capital Improvement Element, and the Concurrency Management System.

Policy 1.7.2 The City shall review the FDOT Five-Year Transportation Plan for purposes of coordinating improvement needs of joint interest and benefit.

Policy 1.7.3 The City shall work with FDOT in the scheduling of needed roadway improvements in the FDOT five-year work program for state roads in the City of Wildwood.

Policy 1.7.4 The City shall review the transportation and future land use plans of Sumter County and its jurisdictions for purposes of coordinating future development and the provision of traffic needs.

Policy 1.7.5 The City shall coordinate with the Lake-Sumter MPO regarding transportation improvements.

Policy 1.7.6 The City shall continue discussions with FDOT and other agencies as needed for potential bypass routes around Wildwood.

Policy 1.7.7 The City shall conduct a feasibility study to identify alternatives for possible bypass routes around Wildwood.

OBJECTIVE 1.8 Develop a sustainable City through actions which reduce the emission of greenhouse gases.

Policy 1.8.1 The City shall encourage a mix and location of land uses designed to increase accessibility of Wildwood's residents to jobs, services and housing and reduce vehicle trips.

Policy 1.8.2 The City shall support development proposals that incorporate new urbanism principles and create a more walkable urban environment.

Policy 1.8.3 The City shall require that bicycle lanes be constructed where technically feasible, as part of new road construction or resurfacing projects.

Policy 1.8.4 The City shall require that new sidewalks be constructed where technically feasible, as part of new commercial, residential, industrial and mixed use projects.

Policy 1.8.5 The City shall encourage the use of shaded, separate walkways that extend from existing sidewalks to buildings to promote pedestrian travel to commercial and employment centers.

OBJECTIVE 1.9 The City shall plan for and promote alternative modes of transportation to provide a safe and efficient multi-modal system and to provide for a possible reduction of individual motor vehicle travel.

Policy 1.9.1 All major roadways shall be designed as complete transportation thoroughfares, incorporating bicycle, pedestrian and transit features to achieve a true multi-modal system.

Policy 1.9.2 The City of Wildwood shall prepare and adopt a comprehensive bicycle and pedestrian master plan by the year 2012. The master plan shall prioritize those corridors currently developed which link residential developments to nearby schools, recreational and activity centers prior to developing new corridors.

Policy 1.9.3 The City shall enforce land development regulations that require new subdivisions, replats, planned developments, and site plans accommodate bicycle and pedestrian traffic needs; and new multi-family residences, shopping facilities, recreational areas, schools, and other public uses provide storage areas for bicycles.

Policy 1.9.4 By 2015, the City shall install bicycle parking facilities at all City-owned public buildings.

Policy 1.9.5 The City shall integrate the future trail and bicycle system as identified on Map 2-6 into Neighborhood and Employment Mixed Use Centers, residential areas, public schools, activity centers, recreational areas, and the park system along existing and future transportation thoroughfares through activities such as the development review process and through City acquisition.

Policy 1.9.6 The City shall coordinate with the Lake-Sumter MPO and Sumter County in developing a Bus Rapid Transit Network as identified on Map 2-7.

Policy 1.9.7 The City shall coordinate with Sumter County and the Lake-Sumter MPO to ensure that transit linkages are provided from the major transportation corridors along routes to land uses generating or attracting heavy traffic such as the Downtown area and within future Mixed Use Centers.

Policy 1.9.8 The special needs of transportation disadvantaged person shall be considered in the design of all public transit systems.

Policy 1.9.9 The City shall support the continuation of existing freight rail infrastructure where consistent with land use policies.

Policy 1.9.10 By 2014 the City shall update the Concurrency Management Program to address a Multi-modal Transportation System.

Policy 1.9.11 By 2014 the City shall establish a Multi-modal Transportation District (MMTD) and shall explore revenue sources such as Mobility Fees to implement the MMTD.

Policy 1.9.12 The City shall require minimum densities along designation transit corridors and within Mixed Use Centers that promote and support public transportation.

OBJECTIVE 1.10 Maintain a transportation map series as the guiding document for development of an adequate network of major travelways consistent with 9J-5.019 (2)(a) F.A.C. requirements.

Policy 1.10.1 Maintain a transportation map series of existing features which:

- a. Establishes the *Existing Roadway Functional Classification Map* as the official listing of existing arterial, collector and limited and controlled access roadway facilities with number of through lanes for each roadway indicated for the City of Wildwood.
- b. Establishes the *Existing Bicycle/Pedestrian Circulation Map* as the official listing of existing bicycle and pedestrian facilities for the City of Wildwood.
- c. Establishes the *Existing Freight and Passenger Rail Lines Map* with terminal locations for the City of Wildwood.

Policy 1.10.2 Maintain a transportation map series of future features which:

- a. Establishes the *Future Transportation Map 2035* as the official listing of needed transportation facilities to meet future concurrency within the City of Wildwood.
- b. Establishes the *Future Trail and Bicycle Circulation Map* as the official listing of future bicycle and pedestrian facilities needed to create a complete bicycle and pedestrian network for the City of Wildwood.
- c. Establishes the future *Bus Rapid Transit Map* with terminal locations for the City of Wildwood and Sumter County.

GOAL 2 To develop a financially feasible transportation system that meets the needs of the City residents with utilization of all public and private funding sources available.

OBJECTIVE 2.1 The City will continue to identify specific revenue sources to be used in funding traffic system improvements.

Policy 2.1.1 To ensure optimum strategies for financial feasibility, the City shall review and evaluate available and potential funding sources to ensure a financial strategy

exists to adequately fund long term improvements. Alternative funding sources and mechanisms may include:

- a. Establishment of Municipal Services Benefit Units (MSBUs) for transportation funding;
- b. Implementation of impact fees to assist in the funding of new facilities;
- c. Encourage large projects to form Community Development Districts (CDDs) to share the cost of infrastructure funding;
- d. Establishment of special assessments on property owners; and
- e. Combination of funding sources.

Policy 2.1.2 The City shall determine the feasibility of various alternative mechanisms for funding roadway improvements through the Capital Improvement Plan.

Policy 2.1.3 The City shall minimize the impacts of development on constrained and backlogged corridors by placing an emphasis on increasing mobility through strategies that do not involve road expansion. Examples of these strategies include small-scale physical operational improvements, demand management strategies (e.g., ridesharing and vanpooling), the encouragement of alternative modes of travel (e.g., bicycle, transit) and others that are identified in the land development regulations.

Policy 2.1.4 For roadways exceeding the adopted level of service, an applicant for development may choose to satisfy all transportation concurrency requirements by contributing or paying proportionate fair-share under certain conditions, described in the land development regulations. The applicant must contribute their fair-share towards the construction of facilities, including pedestrian, bicycle, and transit facilities.

Policy 2.1.5 The City shall work with Sumter County to use Transportation Impact Fee funds to construct new transportation facilities, and on adjustments to the Transportation Impact Fee Ordinance to allow funds to be spent on multi-modal projects to include sidewalks, bicycle facilities, and transit infrastructure.

GOAL 3 Provide for the coordination of City transportation plans with the plans and programs of other local, state, regional and federal agencies as well as affected groups and organizations.

OBJECTIVE 3.1 Transportation improvement requirements shall be coordinated with other affected government entities to ensure that the most efficient and cost-effective course of action is followed and that strategies demonstrating the area-wide coordination necessary to implement all provisions of this element are developed.

Policy 3.1.1 Interlocal solutions to the transportation needs and problems of the City shall be coordinated with transportation improvements in the County, local MPO, regional and state plans, and the FDOT Adopted Work Program.

OBJECTIVE 3.2 Citizen participation in decisions which impact the transportation system should be fostered by appropriate agencies and local officials.

Policy 3.2.1 Encourage active participation of citizens, neighborhood groups, and economic interest groups in determining the transportation needs of the City.